

Accessibility and Accommodation Requests

For questions about accessibility or accommodations for persons with disabilities, or to request a translator, interpreter, or other communication aids, please contact Melissa Bisset at 503-856-3412 or bissetm@keizeror.gov. The City of Keizer is committed to providing equal access to all public meetings and information per the requirements of the ADA and Oregon Revised Statutes (ORS). The Keizer Civic Center is wheelchair accessible.

To provide oral comments via electronic means, please contact the City Recorder's Office no later than 2:00 p.m. on the day of the meeting. Most regular City Council meetings are streamed live through www.KeizerTV.com and cable-cast on Comcast Channel 23 within the Keizer City limits.



KEIZER TRAFFIC SAFETY/BIKEWAYS/PEDESTRIAN COMMITTEE
AGENDA

Thursday, March 20, 2025, 6:00 PM
Keizer City Council Chambers

1. **CALL TO ORDER**
2. **APPROVAL OF MINUTES**
 - a. February 2025
3. **APPEARANCE OF INTERESTED PERSONS**
4. **PROJECT SPREADSHEET REVIEW**
 - a. Active Items on Project List
5. **NEW & OTHER BUSINESS**
 - a. Keizer Pedestrian Flags Program ~ Application Submission by GNEKNA for Streets to Use
 - b. Claggett Creek Middle School Parking Issue ~ Continued Discussion
6. **COMMITTEE MEMBER INPUT**
7. **STAFF REPORT**
8. **POLICE LIAISON REPORT**
9. **COUNCIL LIAISON REPORT**
10. **MEMBER REPORTING TO COUNCIL: BRENDA LAMB - APRIL 7TH - 6PM**
11. **ADJOURNMENT**

Next meeting: April 17th

Neighborhood Traffic Management Program:

<https://www.keizer.org/NeighborhoodTrafficManagementProgram>

“Agenda Management Services are being supported, in whole or in part, by federal award number 21.019 awarded to City of Keizer by the U.S. Department of the Treasury.”



MINUTES
KEIZER TRAFFIC SAFETY/BIKEWAYS/PEDESTRIAN COMMITTEE
Thursday, February 20, 2025
Keizer City Council Chambers

- 1. CALL TO ORDER** Chair De Blasi called the meeting to order at 6:00 p.m. Attendance was noted as follows:

Present: Michael De Blasi, Chair Brenda Lamb, Vice Chair David Dempster Hersch Sangster David Philbrick Matt Myers (6:56)	Council Liaison/Staff Present: Council President Starr Mike Griffin, Storm Ops & Streets Martin Powell, Police Officer Melissa Bisset, City Recorder Adam Brown, City Manager Shane Witham, Planning Director
Absent: Open Position Youth Liaison - Open Position	Council Liaison/Staff Absent: Shaney Starr, Council President
- 2. APPROVAL OF MINUTES**
 - a. January 2025** David Philbrick made amendments to the minutes to read as follows: 1) "David Philbrick commented on the speed study that the posted speeds were posted when the streets were really different than the current character of the street and surrounding community. However, the speed limits haven't been reviewed." and 2) "Chair De Blasi shared an article from the Salem Statesman Journal about a rural community on needs for getting writing for funding."

David Dempster moved for approval of the January 2025 Minutes with the two amendments. Hersch Sangster seconded. Motion passed as follows: De Blasi, Dempster, Sangster, Philbrick and Myers in favor with Lamb abstained and one open position.
- 3. APPEARANCE OF INTERESTED PERSONS** Rachel Navarro, Keizer, shared that at 4:00 p.m. at Claggett Creek Middle School, parents park in front of the houses and parking in the bike lanes, they block the curb to park, and there are do-not-park signs. At 3:45 p.m., drivers block the mailbox and driveways. There had been graffiti and gang issues in their neighborhood as well.

Don Davis, Keizer, saw the same parking issues in the park itself, next to the park. There are no signs there where they park. There had been homeless drivers parking overnight. It was creating a problem coming off of Alder on the corner.

Officer Martin Powell explained that the issue was difficult to enforce because an occupied vehicle isn't considered parked even if it's not running.

There were questions about parking against Ben Miller Park, next to the trees. Mr. Davis asked if there could be a sign near the parking about not being in the park from dawn to dusk.

Mr. Dempster suggested contacting the principals to get messaging out to the families. Mr. Sangster commented that there could be a flow issue and suggested that they contact the principal at the elementary school.

Chair De Blasi asked that they contact the schools and see if they get any traction and come back to the next Traffic Safety, Bikeways and Pedestrian (TSBP) Committee Meeting and come back to the meeting to provide an update.

Janine and Daniel Kidd, Keizer, live on Parkmeadow between Meadowglen and Wheatland. They had submitted the Neighborhood Traffic Management Process Application and asked for follow-up.

Officer Powell shared that based on their complaint, he parked in the area for two hours. In the 7-day period, there were only 11 cars that were over 36 miles per hour. He offered to do a speed survey for them to observe the radar and see if it was a perception issue. Officer Powell explained that he chose a stretch in the longest stretch of the area. Officer Powell said that they could have a speed reader board. Officer Powell talked about going through the application process and how the data and volume of cars was a long way from meeting the threshold. He noted that he could obtain the speeds of cars that appeared to be speeding by using radar.

Chair De Blasi reviewed the results of the Speed Surveys.

Mr. Philbrick commented that some communities were looking at lowering speed limits in neighborhoods from 25 to 20. Mr. Sangster agreed about lowering speeds in residential areas to 20.

Mr. Ron Raleigh asked about the video and frames per second to measure speed, and Officer Powell shared that he could determine speeds from videos if the frames per second were known and the distance of vehicles was between two known points.

Don George, Keizer, read an article in the paper. He saw that electric bikes

were mentioned, and he felt that the bike speed limit should be 20 miles per hour. He felt they should be fairly low. He had seen an increase in interest. Officer Powell stated that e-bikes should not be able to go beyond 20 miles per hour. He noted that there was currently a speed limit. It was noted that regulations related to e-bikes was in the legislature and currently being considered. Mr. George expressed his concerns about the actions of the few that may become a problem and could be very dangerous. He was hoping that if there was a speed limit set in the future that it could be enforced. Mr. George clarified that the shared path with walkers and e-bikes could be dangerous. Mr. Sangster explained that e-bikes on paths or sidewalks shouldn't be going faster than a fast walk, which was about 6 miles per hour.

**4. PRESENTATION
BY CONSULTANT
~ WALKABLE
CLIMATE-
FRIENDLY AREA,
Focusing on
Pedestrians**

Planning Director Shane Witham explained the process related to Climate Friendly and Equitable Communities (CFEC) Walkable Design Standards.

Andrew Parish, AICP with MIG, shared that they were working on an Audit related to block length requirements, further limit cul-de-sacs, establish maximum setbacks, and clear and objective requirements. Land Use Components addressed were: Climate friendly Areas 2. Parking Reform and 3. Land Use Regulations.

He explained that the purpose of the Walkable Design Standards was to create more compact, pedestrian-friendly, mixed-use development patterns in urban areas. Mr. Parish explained that the overall goals were: reduced greenhouse gas pollution, cleaner air, better health outcomes, more equitable access, increased quality housing supply, and more transportation choices.

Mr. Parish displayed a graphic showing what a walkable community looks like. MIG was looking at the City Code and trying to see if the Code meets the State's requirements. He reviewed the initial Audit recommendations. He asked if there were particular areas that they should be looking at in greater detail.

Chair De Blasi asked about curb cuts and drive-thru's and if there could be restrictions. Mr. Witham highlighted that a lot of the planning work was for the future and not so much for what was already built. He explained that the quantified standards often live in the engineering standards. Mr. Witham encouraged the Committee Members to send him input that he should share with Mr. Parish.

Mr. Sangster commented on the lack of sidewalks in Keizer.

Mr. Dempster felt that in the past, there had been a concept to get people moving on Lockhaven and River Road. He asked if zoning was looked at because people waking need something to walk to, and he felt that more commercial development in residential areas would make it worth walking.

There was discussion about rezoning in residential and commercial areas in relation to walkable areas.

Mr. Dempster felt that in the past the City had not funded sidewalk projects.

Ms. Lamb looked forward to the ideas that would come out of the project and for increased walkable areas.

Mr. Philbrick commented on connecting walkable nodes, looking at multi-use paths, and considering what enables residents to get to the broader community in a way that's enjoyable.

Chair De Blasi asked if the project could help with walkable areas in Keizer Station. Mr. Witham explained that it could possibly impact the area.

Mr. Witham explained that the Transportation System Plan would be the connection point for the engineering standards and development code.

5. NEW BUSINESS

a. Safety Concerns on Verda Lane ~ NTMP Application Submitted by Tammy Kunz

Matt Myers shared that he had met with Public Works Director Lawyer and that a second traffic study had been suggested for Verda Lane. He reviewed the results of the first speed study.

Tammy Kunz, Greater Northeast Keizer Neighborhood Association, shared that the Verda Lane safety issues had been an ongoing problem since 2023. She noted that there had been several people who spoke about the issue. She shared that there had recently been a 17-year-old hit by a car at the crosswalk at Kennedy Elementary School on Keizer Road and Noren Avenue. She said that there was a crossing guard, but the crossing guard had already left. She stated that there were 25 parents concerned about their childrens' safety.

Chair De Blasi shared that he would like to see the school zone speed limit zone expanded from the current required distance to a more appropriate distance. It was noted that this would be school specific.

There were concerns related to speed and traffic on Verda Lane.

Officer Powell explained the accident with the pedestrian. There was a question if the issue was an engineering or speed issue.

Mr. Philbrick commented that it was important to keep records on the number of accidents in the vicinity to receive funding from Safe Routes to Schools.

Mr. Sangster felt that some of the items were outside of the Committee's

jurisdiction, such as the mail box locations were handled by the postal service, bus and school district transportation, transit, and the lighting district.

Officer Powell reviewed the speed survey. He shared that the volume had picked up, but the speed had not increased. He stated it did meet the requirement of over 8,000 cars per day, but the 50 percent needed to be over 30 miles-per-hour. Most of the traffic were the same drivers who drive the area regularly, and he felt that enforcement with police presence would solve the problem. He explained that the survey helped him know where to give more attention.

Mr. Dempster asked how they could get drivers to slow down in the area. Officer Powell explained that more presence and an increase in citations would result in a decrease in crashes.

Discussion ensued regarding the speed surveys.

Mr. Myers suggested that the application stay on the agenda for further review. De Blasi suggested adding it to the Project List to track it.

Officer Powell had increased his patrols on Verda Lane.

Council President Starr explained that the City could change speed limits and that the TSBP Committee could consider making a recommendation to the Council.

Discussion ensued regarding the process for changing the speed limit was discussed.

Hersch Sangster motioned to recommend to the City Council that an engineer be hired to evaluate the way we need to change the residential streets in Keizer to 20 miles per hour. Seconded by Matt Myers. Motion passed unanimously as follows: De Blasi, Dempster, Sangster, Lamb, Philbrick, and Myers in favor with one open position.

**b. Verda Lane
Speeding Issue
from Roundabout
to Lockhaven**

There was no discussion on this item.

c. Climate-Friendly and Equitable Communities Walkable Design Standards

~ https://www.oregon.gov/lcd/CL/Documents/CFECWalkableDesignStandards.pdf?trk=feed_main-feed-card_feed-article-content

**d. Green Paint Lines
~ List of
Locations**

Chair DeBlasi shared that he had made a spreadsheet of green paint line locations and asked for comments and additions.

Mr. Sangster shared that he had gone to the Council about green paint and that there was a significant cost to the area he had been looking at. However, the City Council agreed to provide simple, green paint with the same dimensions that were already there, so both sides of Lockhaven and River Road East and West, on the east side and the west side at Chemawa and River Road could be doable in the upcoming budget.

Discussion ensued regarding the cost and a budget request for green paint locations.

Hersch Sangster moved that the Committee develop a proposal for the Budget Committee to include the street areas using Mike's figure (\$29,500) to the Budget Committee that it be included in the Public Works budget.

Hersch Sangster moved that the Committee approve the presentation to the Budget Committee of allocation of money by Public Works for the painting of these streets.

Brenda Lamb moved that someone from this Committee create a proposed budget for painting seven intersections green to be brought back here for this Committee to consider at a later date to then give to the Budget Committee. Seconded by Hersch Sangster. Motion passed unanimously as follows: De Blasi, Dempster, Sangster, Lamb, Philbrick, and Myers in favor with one open position.

**e. Pilot Pedestrian
Flag Program ~
Discussion Led
by Vice Chair
Brenda Lamb**

Vice Chair Lamb reviewed the minutes from a previous meeting and explained that the flags enhance visibility and get the drivers' attention but do not guarantee that vehicles would stop. It was requested for this matter to go to the City Council to allow pedestrians flagging. Ms. Lamb was asked to request City staff to have a pilot to see if it would work for this city. The pilot program states that Public Works would approve the locations for the pedestrian flagging.

Robb Witters, West Keizer Neighborhood Association (WKNA), shared that they aware of the pilot program and were in favor of trying it. They were looking at Chemawa and 15th to try the pilot program for the people to be more visible. Mr. Witters had an application to submit for the Pedestrian Flag Program.

City Manager Adam Brown noted that there were some funds available for the pilot program.

Mr. Sangster asked about the sidewalks on 15th and expressed his concern about sidewalks.

Mr. Brown shared that they were leaning toward an area that had a marked crosswalk.

Mr. Sangster asked if Mr. Witters would come to his neighborhood association meeting to talk about the Pedestrian Flag Program.

Mr. Philbrick liked the idea of trying the program in the suggested area.

Ms. Lamb clarified that the application should be updated to have painted crosswalks near 15th, Chewawa, and Walsh Way. Mr. Witters would bring back a revised application.

6. PROJECT SPREADSHEET REVIEW

a. Active Items on Project List

There was no discussion on this item.

7. COMMITTEE MEMBER INPUT

Mr. Philbrick shared that Safe Routes to Schools had been working with six elementary schools. They would be working with Clearlake Elementary School regarding bicycling. Coordinator Beth Schmidt was highly grateful for the contribution Keizer made and specifically to Mike Griffin who helped move the bicycle trailers and find a place to store them.

Mr. Sangster had been working on Safe Routes to School and were looking for volunteers from 8 - 11. Thursday night family bike rides would begin on March 6th at 6:00 p.m. at the Big Toy. There had been an ongoing problem with graffiti. With some help from the Northwest Keizer Neighborhood Association and support from Code Compliance Officer Ben Crosby and the Junior Reserve Officers' Training Corp (ROTC), they would have their ongoing community project. There were at least 28 children with parents interested in serving on the project.

8. STAFF REPORT

Storm Operations and Streets Division Manager Mike Griffin shared that the City of Salem began today with the three-second delay, which would be complete in the next couple of weeks on River Road for pedestrians crossing from east to west. Bids were being requested to replace a 100-foot stormwater pipe. They have been busy working on the resurfacing project, and River Road manholes contractor was on board and the project would be finished in mid-March. There were 25 manholes total.

- 9. POLICE LIAISON REPORT** Officer Powell reminded everyone that from a legal standpoint that the Pedestrian Flag Program should not be used as crossing guards or a person escorting people across the street. The flags are used by pedestrians themselves to walk across the street.
- 10. COUNCIL LIAISON REPORT** Council President Starr shared that there would be long- and short-term goals at the upcoming City Council Work Session, and the Long Range Planning Task Force meeting would be on March 10th. She shared that the Council passed a Resolution to recognize the Keizer Community Library as a Public Library, and the Resolution allows them to submit an application to the State for official recognition as a Public Library.
- 11. MEMBER REPORTING TO COUNCIL:**
Michael DeBlasi
on March 3rd - 6pm Chair De Blasi would be reporting to Council on March 3rd.
- 12. ADJOURNMENT** Meeting adjourned at 8:29 p.m.
- Minutes approved: _____

“Agenda Management Services are being supported, in whole or in part, by federal award number 21.019 awarded to City of Keizer by the U.S. Department of the Treasury.”

Traffic Safety, Bikeways & Pathways - ACTIVE PROJECTS

Document initiated June 2023. REVISED from the 1/16/25 mtg.

S c o r e	Project	NA	Type of project	Date added	Date discussed by committee	Status	Comments
	River Road, intersection, intersections by schools (Lockhaven & Whiteaker) and Chemawa going to McNary.		Change 5-second Timing to 2 or 3 seconds for Pedestrians.			Pending	Per 03/21/24 meeting. Mike will have more conversations w/the City of Salem. 04/18/24 - Mike said the City of Salem is talking about standardization - need more discussion. 06/20/24 - Mike reported on the crosswalk timing that he reached out to the City of Salem and he needs to have more discussion with them and Bill Lawyer. 08/15 - Mike to talk about the 5-second timing in Sept. 09/19/24 - Mike said the City of Salem are the experts on this & lookout for safety & do the programming, which would happen in the next few months. 11/21/24 - Mike said that the City of Salem will be changing the timing to a 2 - 3 second all along River Road. Check w/Mike in January. 01/16/25 - no update received.

	Lockhaven & River Road	GG	Green Paint for Bike Crossings				08/15 - Hersch will ask the Council for more green bike paint for when Public Works does their painting cycle with Marion County since the City of Salem didn't have to do a traffic study. Price received and council approved. Funding will be in 2025 for both sides of Lockhaven, east of River Rd. 01/16/25 - Hersch shared that Bill L. said that paint can be done.
	Harmony Drive	GG	Speed Study				Officer Powell visited the site and did some enforcement and witnessed some drives speeding, and he will monitor the area. 11/21/24 - Officer Powell completed a Speed Study in and will report on it in January.
	Chemawa and Lucinda	GNE	Pedestrian Flag Pilot			Monitor	11/21/24 -Tammy Kunz of GNEKNA would connect with Officer Powell. 01/16/25 - TSBP to review
	Verda Lane	GNE	Speeding			Pending	Second Speed Study was requested.

Greater Northeast Keizer Neighborhood Association

nekna2022@gmail.com



Keizer Pedestrian Flag Program;

Drivers often do not see a pedestrian who is waiting and looking to cross the street at an intersection. A flag program would help communicate this intention and attract the driver's attention.

Key factors to keep in mind;

1. The flag draws attention to a legal crossing.
2. It is not used as a crossing guard flag.
3. It is not used as a traffic control device

City of Keizer Requirements;

1. Location needs to be approved by Public Works.
2. The request can not be at any intersection already controlled by a traffic control devices except crosswalks.
3. Flags and holder cannot block any signs.
4. Approval needs to be attached to a sign post or utility pole.

Responsibility of Applicant;

1. Creation of / purchase of flag holder. (city does not replace)
2. Monitor Flags to ensure they are continuously available
3. Instructions need to be placed on the flag holder to explain how to see them, to get the attention of the drivers. (Multi languages)
4. Applicant need to be an individual who can be reached if needed.

Process;

1. Come to TSBPC with application.
2. TSBPC will review application for completeness.
3. Application will be given an approved location.
4. Email will be sent to applicant indicating approval location.

Safety note; Please remember that the flag is an aid to enhance visibility but does not guarantee that the vehicle will stop for you. Always use caution when crossing a street.

Keizer Pedestrian Flag Program Application;

Name of Applicant; Tammy Kunz

Organization (if Applicable); Greater Northeast Keizer Neighborhood Association

Phone Number of Applicant; [REDACTED]

Email of Applicant; nekna2022@gmail.com or t_kunz@yahoo.com

Proposed intersection location of Flags (Which two Streets);

Chemawa rd. ne and Lucinda

Chemawa rd.ne and Patrick Lane

Crossing for the Street Names for use of the flags; Same as above Chemawa rd. ne and Lucinda

Description of flags to be used;

Color, Size, material of flags; We have looked at using red flags and yellow flags both cost about the same we have drafted a letter for funding support to a couple of Community Partners.

Description of Flag holders. Describe what the flags will be held in and where the holder will be placed. This depends on the result of **Mr. Bill Lawyer as he will have to assist in location**

Start date of flag program; Nov 1st if all goes well

Location of use; Chemawa rd. ne and Lucinda

Started Jan 6th 2025

Instruction to be used at the flag Holder;

1. Grab a flag from the bucket before you start to cross.
2. Give traffic plenty of time to see you before crossing.
3. Look both ways and use the flag to help you cross visibly.
4. Deposit flag in the bucket on the other side of the road, so someone else can use it to cross in the other direction.